

The Hongkong Telegraph.

ESTABLISHED 1861.

NEW SERIES No. 5045

四月二十日一十三號

MONDAY, JANUARY 8, 1906.

拜禮

正月八日

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.—
Sterling Reserve\$10,000,000
Silver Reserve\$ 8,500,000
RESERVE LIABILITY OF PROFITORS \$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAFT, Esq., Deputy Chairman.
Hon. C. W. Dickson, Esq., Stirling, Esq.
E. Goett, Esq., E. Shulman, Esq.
C. R. Lenmann, Esq., Hon. R. Shawan.
G. H. Medhurst, Esq., N. A. Sieba, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
INTEREST ALLOWED:

On Current Account at the rate of 2 per cent per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 4 per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 3 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 16th November, 1905. [21]

HONGKONG SAVINGS BANK.

The business of the above bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [22]

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama, founded by the following banks and

BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank), Director der Disconto-Gesellschaft, Deutsche Bank.

S. Bleichroeder, Berlin.

Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie.

Robert Warwachur & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne Frankfurt Jacob S. H. Stern, n.f.M.

Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Köln.

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,

Sub-Manager.

Hongkong, 1st September, 1905. [23]

Intimations.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LINN STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoeki, McL, Wakamatsu, Karatsu, Nagasaki, Kuchinozaki, Sasebo, Miike, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichinura, Kanada, Mameda, Manoura, Oicura, Otsuji, Sasahara, Tsubakuro, Yonihonotani, Yoshihi, Yunokihara and other Coals.

S. MINAMI, Manager, Hongkong. [24]

WHEN YOU SEND YOUR "BOY" FOR

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia. The wrapper of every pat bears our name and address.

THE MUTUAL STORES, GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 20th September, 1905. [25]

D. NOMA, TATTOOER, 69, QUEEN'S ROAD, CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is guaranteed of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of high rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1905. [26]

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MONDAY, JANUARY 8, 1906.

Stalls.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSAILLES.	PALMA, G. W. Cockman, R.N.R.	Jan. 9th, Daylight	Freight only.
SHANGHAI	TARCADIA, A. G. Cubitt, R.N.R.	About 13th January	Freight and Passage.
LONDON, &c.	DELTA, C. L. Dugiel.	Jan. 13th, Noon	See Special Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th January, 1906. [4]

Intimations.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

NEW STOCKS JUST ARRIVED.

BRASS CURBS, FENDERS, BRASSES, FIRE IRONS & DOGS, COAL VASES.

RIPPINGILLE'S OIL HEATING STOVES.

SLOW COMBUSTION STOVES.

COOKING UTENSILS OF ALL DESCRIPTIONS.

HINK'S LAMPS & LAMP SHADES.

KENT'S CELEBRATED BRUSHES.

CASH, DESPATCH, & DEED BOXES.

LANE, CRAWFORD & CO.

Hongkong, 30th October, 1905. [40]

TURKISH CIGARETTES.

JOHN PETRINO & CO.

GRAND FORMAT	Per Tin of	50	\$1.75
GOLD TIPPED	"	50	1.60
STAR OF INDIA	"	100	2.75
PRINCESS	"	100	2.20
NON PLUS ULTRA	"	100	2.00
DAMAS	"	100	1.75

SOLE AGENTS

No. 7 CALDBECK MACGREGOR & CO., 15, Queen's Road Central.

Hongkong, 8th December, 1905. [46]

THE ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS.

HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

IN RAILWAYS, MINES, WATER SUPPLIES, REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS, HONGKONG.

Hongkong, 12th July, 1905. [47]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE

WEEK DAYS:

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.30 a.m. ... Every 10 minutes.

9.30 a.m. to 10.00 a.m. ... Every 15 minutes.

10.30 a.m. to 11.45 p.m. ... Every 15 minutes.

11.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 2.15 p.m. ... Every 15 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

8.45 p.m. and 9 p.m. 9.45 p.m. to 10.15 p.m. ... Every half hour.

SUNDAYS:

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 30 minutes.

9.30 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

12.00 Noon to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 7.00 p.m. ... Every 10 minutes.

7.00 p.m. to

Shipping Steamers.**HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
" " "POWAN,"	2,338 "	G. F. Morrison, R.N.R.
" " "PATSHAN,"	2,260 "	R. D. Thomas.
" " "HANKOW,"	3,073 "	C. V. Lloyd.
" " "KINSHAN,"	1,993 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 3 P.M. Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	385 tons	Captain W. A. Valentine.
" " "NANNING,"	509 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mabing, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES. — Canton to Wuchow.....Single \$15.00. Return \$25.00.
Canton to Tak-Hing.....Single \$12.50. Return \$21.00.
Canton to Samshui.....Single \$7.50.

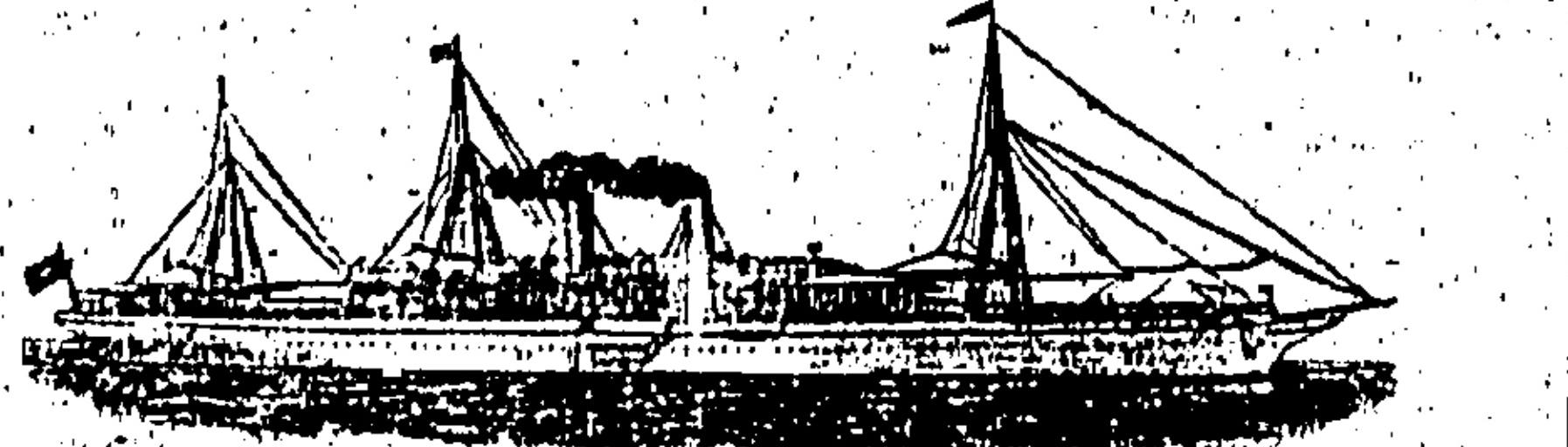
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th January, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.**Luxury—Speed—Punctuality.**

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	WEDNESDAY, Jan. 10.	Jan. 31.
"ATHENIAN"	2,445	WEDNESDAY, Jan. 24.	Feb. 17.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, Feb. 7.	Feb. 28.
"TARTAR"	4,425	WEDNESDAY, Feb. 21.	Mar. 17.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, Mar. 7.	Mar. 28.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOREA, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVER-LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, \$14 St. Lawrence £60. V1/2 New York £62.

Hongkong to London, Intermediate on
Steamers, and 1st Class Rail £40. " £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES. (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, Hongkong, 13th December, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE.**OESTASIATISCHER DIENST.**

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS: HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO.)

IMPERIAL GERMAN MAIL LINES.**NORDDEUTSCHER LLOYD BREKHS.****EUROPEAN LINE.**

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZU, PORT SAID, MAPLE, GENOA, ANTWERP, BREMEN, HAMBURG, PORTS IN THE LEVANTE, BLACK SEA and BALTIc PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B. — Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.**(SUBJECT TO ALTERATION.)**

STEAMERS. SAILING DATES.

GNEISENAU WEDNESDAY, 17th January.

ROON WEDNESDAY, 31st January.

ZIETEN WEDNESDAY, 14th February.

PRINZESS ALICE WEDNESDAY, 14th March.

BAYERN WEDNESDAY, 28th March.

PRINZ REGENT LUITPOLD WEDNESDAY, 11th April.

PRINZ EITEL FRIEDRICH WEDNESDAY, 25th April.

SACHSEN WEDNESDAY, 9th May.

PRINZ HEINRICH WEDNESDAY, 23rd May.

ROON WEDNESDAY, 6th June.

PREUSSEN WEDNESDAY, 20th June.

ZIETEN WEDNESDAY, 4th July.

OLDENBURG WEDNESDAY, 18th July.

ENTERTAINMENTS.**THE YOKOHAMA DOCK CO., LTD.****NO. 1 DOCK.**

Length inside, 514 ft. Width of entrance, top 86 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 80.5 ft., bottom 68 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama's harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 881.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt. Liebers, Scotts, A 1, and Watkins. Yokohama, May 23rd, 1905.

[39]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.**Homeward Passenger Season, 1906.****PROPOSED SAILINGS OF MAIL STREAMERS.****MARSEILLES & LONDON**

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO NEW YORK.

Steamers Leave Connecting Steamers from COLOMBO to MARESILLES & LONDON (Brindisi) 2 days earlier, 1 day later.

Tons	Noon, Saturday.	Tons	Saturday.	Tons	Saturday.
ARCADIA	7,000	Feb. 10.	BRITANNIA	7,000	Mar. 10.
DELHI	8,000	Feb. 24.	MOLDAVIA	10,000	Mar. 24.
DONGOLA	8,000	Mar. 10.	MONGOLIA	10,000	April 13.
DELTA	8,000	Mar. 24.	MOULTRAN	10,000	April 21.
OCEANA	7,000	April 7.	MARMORA	10,000	May 5.

ARCADIA 7,000. April 21. VICTORIA 7,000. May 20. MARESILLES & LONDON (Brindisi) 2 days earlier, 1 day later.

DEVANHA 8,000. May 5. HIMALAYA 7,000. June 1. JAPAN June 17. JAPAN June 23.

Passenger change steamer at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS.

WILL LEAVE FOR LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tons	Leave HONGKONG	DUE AT LONDON
JAPAN	4,500	About Feb. 14	About Mar. 31
SUMATRA	5,000	Feb. 28	April 14
NUBIA	6,000	Mar. 14	April 28
JAVA	4,500	Mar. 28	May 12
FORMOSA	4,500	April 11</td	

Intimation.

POWELL'S
LADIES'
DEPARTMENTS.
"Alexandra."
Buildings,"
Des Vaux Road.

NOW SHOWING

**TWEED
SKIRTS,
CLOTH
SKIRTS,
MOIRETTE
UNDERSKIRTS.**

**COATS,
CAPES,
and
JACKETS.**

SILK

**BLouses,
VIYELLA
BLouses,
DELAINE
SHIRTS.**

**GOLF JERSEYS,
KID BELTS,
SILK BELTS.**

Slate, Tan, Beaver,
White and Black
KID AND SUEDE
GLOVES.

**SMART
TRIMMED
MILLINERY.**

**NEWEST
DRESS
FABRICS**
for Morning, Afternoon,
and Evening Gowns.

**FIRST-CLASS
DRESS-MAKING**

MODERATE CHARGES.
Satisfaction Assured.

**Wm. POWELL, Ltd.,
HONGKONG**

Hosiers, 4th January, 1906.

Entertainment.

**THEATRE ROYAL,
CITY HALL,
HONGKONG AMATEUR DRAMATIC
CLUB.**

"**THE NEW BOY,**"
A Farcical Play in 3 Acts,
By ARTHUR LAW,
will be produced on
FRIDAY, 12th January, 1906.
SATURDAY, 13th " "
MONDAY, 15th " "

Doors Open 8.30 P.M. Performance 9 P.M.

Prices 6s, 8s, and 10s.

Sailors-and-Soldiers uniform half-price to Pit Stalls and Pit.

Booking Office at ROBINSON PIANO CO.
Open on and after MONDAY, 8th January, from 10 A.M. to 4.30 P.M. each day.M. S. NORTHCOTE,
Business Manager.

Hongkong, 8th January, 1906. [84]

INSURANCE.

**NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSEN & Co.

Hongkong 28th May, 1905. [18]

To Let.

TO LET.
NO. 15, KNUTSFORD TERRACE;
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 30th December, 1905. [74]**To Let.**

**GODOWN No. 3, NEW PRAYA, Kennedy
Town.**

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 27th June, 1905. [73]**To Let.**

**A BUILDING at CAUSEWAY BAY, formerly
in occupation of the Steam Laundry
Co., Ltd.**

No. 17, WONG-NEI-CHONG ROAD.
No. 5, CLIFTON GARDENS, Conduit
Road.

No. 1, RIPPON TERRACE.
FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 2nd December, 1905. [73]

Hotels.

**KING EDWARD
HOTEL.**

A HIGH CLASS PRIVATE HOTEL

LADIES' AFTERNOON TEA-ROOM.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED ELECTRIC FANS
(if required).
ELECTRIC PASSENGER ELEVATOR to each
floor.
TABLE D'HÔTE at separate tables.

For Terms, &c., apply to the
MANAGER.

Hongkong, 4th December, 1905. [30]

**OCCIDENTAL
HOTEL.**

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1905. [28]

**ORIENTAL HOTEL,
MACAO.**

A FIRST CLASS HOTEL situated in the
Centre of Praya Grande with splendid
view of the Harbour.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINES and SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND
TOURISTS.

For Terms, &c., apply to—

THE MANAGER.

Macao, 1st October, 1905. [30]

JAPAN AND KOREA.**JUDICIAL ADMINISTRATION AND EXTRATERRITORIALITY.**

The *Hi Shinsye* refers to the question of judicial administration in Korea, which is undoubtedly one of the most important problems awaiting solution, in that country. According to the provisions of Art. II. of the new Japan-Korea Treaty, says our Tokyo correspondent, "the existing treaties and conventions between Korea and foreign countries are retained under the altered status of the peninsula kingdom." It therefore follows that the exercise by the various Treaty Powers of their Consular jurisdiction, by virtue of extra-territoriality will continue until Korea frames laws and organises Law Courts on modern lines, and in other ways shows herself capable of protecting the lives and property of foreigners residing in the country. Now that Korea has been placed under the care of Japan, it is the bounden duty of the latter country to institute judicial reform in Korea, with a view to the removal of Consular jurisdiction as speedily as possible. Those who will feel most inconvenience and incur possible loss owing to the existence of the extra-territorial system will be the Japanese and other aliens who are supposed to derive benefit from the system. The "open door" of the peninsula has not been assured by the new Treaty between Japan and Korea, and the residence and business transactions in Korea of Japanese and other aliens must follow as a natural consequence. Now there is no doubt that an increased number of foreign residents will bring a proportionately increased crop of lawsuits amongst people of different nationalities. Under the existing system, however, possible litigants are not only subject to complicated formalities and considerable inconvenience, but the chances of obtaining redress are uncertain. According to Treaty stipulations, a lawsuit under the present system, must be heard in the Consulate of the country to which the defendant belongs. It is quite possible, however, that a business transaction which may be regarded as valid in the law of one country is invalid in that of another, and in such a case an unexpected loss must be borne by one of the parties. Further, people must feel uneasy exactly which of the Consular Courts they would have to apply to for redress in case of dispute. If the various parties concerned in a dispute are of several different nationalities, confusion would be worse confounded, as it is not at all unlikely that a cause upheld by one Court may be rejected by a second, and so on. Such a contingency, however deplorable, must be inseparable from the exercise of the Consular jurisdiction system, and will have a deterrent effect on the growth of business enterprises.

The inauguration in Egypt of the system of Mixed Courts, which is now in force there, continues the *Hi Shinsye*, must have originated in an endeavour to lessen the injustice and inconvenience that inevitably result from the extra-territorial system. The more business opportunities are opened in Korea the greater will become the necessity for the abolition of Consular jurisdiction, to be replaced by the administration of justice by properly constituted Law Courts for all people alike. The codification of necessary laws for Korea, which of course, must be largely the work of Japanese, will take some time before it is accomplished. In the meanwhile, it is advisable that Japanese Law Courts should be established in Korea, and that all law cases in which Japanese and other aliens are interested should be adjudged in these Courts according to Japanese law. All foreigners in Japan are under the protection of Japanese law; and if the aliens in Korea could obtain the security of the rights so important in the development of the internal resources of the country, they would have no objection to coming under Japanese jurisdiction.

In another article the *Hi Shinsye* comments on the address Marquis Ito recently delivered to the journalists at Seoul. The gist of the views expressed by the Japanese statesman at the meeting was to the effect that Japan's policy towards Korea must be characterised by faithfulness and sincerity, and aim at leading her along the right path by degrees, taking care to avoid bringing radical or strong pressure to bear on her. There exists a wide gulf between the Korean Imperial House, the Government, and the people, and though at times it may be necessary to bring more or less pressure to bear on the Government, the people must always be treated with all possible liberality and consideration, not only the Governmental Marquis Ito went on; but all Japanese must bear this in mind, and avoiding the oppression of Koreans, should endeavour to create a harmony of feeling between the two peoples. Otherwise the sympathy of the world would be with Korea, and the object which Japan had in view, would be frustrated. Such is a synopsis of Marquis Ito's remarks as telegraphed to Japan. Commenting thereon, the *Hi Shinsye* remarks that the utterances of the Marquis are most reasonable and statesmanlike, and all Japanese ought to learn, mark, and inwardly digest them. "The position Marquis Ito holds in the present relation between Japan and Korea gives his statements particular weight and interest, and through it we are enabled to see his views as to the future policy of Japan towards Korea. The Marquis said that till the machinery of the Korean Government is under the prerogative of the Emperor of Korea. It must be understood, however, that owing to the conclusion of the new Treaty and the superseding of the old conventions, the prerogatives of the Korean Emperor are no longer of an absolute nature. Moreover, the transference into the hands of the Japanese Government of diplomatic rights, as well as those of supervision and control of all branches of administration, must necessarily have brought about a change in the prerogative hitherto wielded by the Emperor of Korea."

The warning given to the Japanese by Marquis Ito, continues the *Hi Shinsye*, that Koreans should be treated with all possible liberality and consideration, is most sensible, and to the point. The insults and acts of oppression inflicted on Koreans by some of the Japanese have long been frowned upon by thoughtful men, and the warning, coming as it does from the lips of Marquis Ito, will not fail to have a most salutary effect. "The considerations mentioned by Marquis Ito, urged by the Japanese statesman will no doubt have reference chiefly to social intercourse between Koreans and Japanese. Nobody who is conversant with the true condition of the Koreans will deny the fact, *sic*—in the government of the peninsula—for strictness and magnanimity of administration. To outward appearance Japan's programme in Korea seems to be almost completed, but, as usual, we know of Japan's policy in the peninsula has been that action has failed to accompany words. So it was after the war of 1864. One of the principal causes of Japan's failure in Korea has been the too rigid adherence to formality on the part of the Government, which preysed that prompt action which was required by the exigencies of the situation. This has often in the past afforded opportunities to consider for its interference. The Japanese Government need not be making Korea a protectorate of Japan, search for precedents in other lands under similar circumstances, and try, to observe the rules in vogue there. There are no fixed rules

of procedure, of procedure, and therefore, in accordance with the varying conditions, geographical and historical reasons, and areas, unlike other countries, the legal situation, are related by peculiar conditions, such as racial, customs, language, and letter, and once Japan establishes her sovereignty over Korea, she need not be hampered by precedents in other countries, but should, fearlessly, carry out any measures which she considers beneficial for the administration of her protectorate. There is no need for Japan to be unnecessarily anxious about the feelings of the Powers, who will probably have no objections to any reasonable measures Japan may adopt in Korea. The inevitable inference from the utterances of Marquis Ito, who has had considerable experience in Korean policy, must be, as we have outlined above."

Intimations.**THE TRADE MARK ORDINANCE, 1898.****APPLICATION FOR REGISTRATION OF TRADE MARK.**

NOTICE is hereby given that Messrs. LEVER BROTHERS, LIMITED, of Port Sunlight, Cheshire, England, have, on the 8th day of November, 1905, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Mark—

LUX

is the name of LEVER BROTHERS, LIMITED, of Port Sunlight, Cheshire, England, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicants since about February, 1900, in respect of Candle, Compound Soap (in blocks), in the form of Bars, Tablets, Powders, Flakes, Liquid) Washing-Powders, Detergents, Illuminating, Heating, and Lubricating Oils, Matches, and such blue and other preparation for laundry purposes in class 47.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Offices of the Under-Secretary.

Dated the 8th day of November, 1905.

BRUTTON, HETT, & GOLDRING,
Nos. 39, 41 and 43, Des Vaux Road,
Victoria, Hongkong,
on behalf of the Applicants,
to LEVER BROTHERS, LIMITED.

THE TRADE MARKS ORDINANCE, 1898.**APPLICATION FOR REGISTRATION OF TRADE MARK.**

NOTICE is hereby given that MESSRS. HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION,

MONDAY,
the 15th day of January, 1906, at 3 P.M.,
at their SALES ROOMS,
THE FOLLOWING
VALUABLE LEAS HOLD
PROPERTY,
situate at Victoria, in the Colony of Hongkong, viz.—

All that PIECE or PARCEL of GROUND,
situate at Victoria, aforesaid, and registered in the Land Office as SECTION A of MARINE LOT No. 104, containing by superficial measurement 2,600 square feet and having a frontage to Queen's Road Central of 30 feet and 6 inches or thereabouts and a depth of 80 feet. On this Section stands the very valuable house and premises, known as No. 35, Queen's Road Central. All the said premises are held for the residue of a term of 984 years granted by a Crown Lease of Marine Lot No. 104 and which Lease is dated 16th April, 1895.

For further particulars and conditions of sale, apply to—

JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagors,
or to
Messrs. HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 30th December, 1905. [130—F]

Intimations.**CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.**

THE NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 10th January, 1906, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905; declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 17th January, until SATURDAY, the 20th January, 1906, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 5th January, 1906. [65]

NOTICE OF REMOVAL.

WE have this day REMOVED our Office
to KING'S BUILDINGS (3rd Floor,
West Side).

MACDONALD & CO.

Hongkong, 2nd January, 1906. [77]

A. CHAZALON & CO.**6, QUEEN'S ROAD CENTRAL.**

NOTED for their WINES, SPIRITS
and PROVISIONS of which they have

always a large assortment in stock.

The oldest established EUROPEAN

BAKERS in the Colony.

Hongkong, 30th September, 1905. [61]

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS

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Hongkong, 30th September, 1905. [61]

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS

Intimations.

NOTICE: All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
All business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MSS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copy sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 10 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 31st December, 1905, at Shanghai, the wife of JOHN HARVEY, of a daughter.

MARRIAGE.

On the 6th instant, at the Peak Church, MARY LOUISA, daughter of Edwin Harlow, London, to WILLIAM LENARK CARTER. [See

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 8, 1906.

THE SANITARY BOARD ELECTION.

Through the retirement of Mr. H. E. Pollack, K.C., and Mr. Ahmed Ranjhan from the Sanitary Board it is necessary that two representatives of the ratepayers in Hongkong should be elected to fill the vacancies, and the election has been fixed to take place on the 22nd inst. So far, only one candidate has come forward, but from the appearance of this gentleman, and his manifold qualifications for the office of member of the Sanitary Board, we are inclined to believe that the ratepayers will be as well and truly served by those elected to the new vacancies as they were by the two members who have just resigned.

The candidate first in the field is Mr. A. Shielton Hooper, secretary of the Hongkong Land Investment and Agency Company, Limited. Those who are aware of the wide interests represented by Mr. Hooper, as secretary of the largest land association in the Colony, are bound to acknowledge that, in him the ratepayers have a candidate whose claims for their suffrages are unrivaled.

It is nearly nineteen years since Mr. Hooper came to the Colony, appointed to the Government Civil Service by the Secretary of State for the Colonies. For three years, Mr. Hooper held the position of Assessor, an office which naturally brought him into touch with those very questions which ultimately concern the Sanitary Board. He had to inspect every tenement in the Colony for rating purposes, so that he may be said to have acquired a very special and inside knowledge of the Colony's conditions, its sanitary requirements, and its immediate needs generally.

But that was in the early days of his connection with Hongkong; since that time he has widened and increased in every respect his initial acquaintances with the Colony, particularly with regard to buildings, the duties of landlords, great and small, and the character of the people who occupy tenement houses. In 1889 he was appointed secretary of the Hongkong Land Investment and Agency Company, and acting in that capacity he has become conversant with every question appertaining to the ownership of property, representing, as he does, both legally and officially, the largest property-owners in the Colony. More especially has he gained a practical and working knowledge of the Public Health and Buildings Ordinance, by which the Sanitary Board itself is constituted. When the Bill containing the clauses under which it was proposed to bring the Ordinance into operation first came before the public, it affected property to such an extent that the European landowners in the Colony formed themselves into a Committee having as its object the defeat of the Bill in its original form. Mr. Hooper was the Chairman of that Committee. The most experienced architects in the Colony were employed as the advisers of that Committee, counsel were engaged, and a petition was sent to the Government pointing out the injustice which would be caused if the Bill were passed into law. The Committee also recommended certain alterations and modifications in the Bill. As a result of these representations, backed by high and influential names, the Government, in the main, followed the advice of the property owners and amended the Bill. Although property-owners still contend that there is great room for further amendments in the Ordinance as passed, the fact that Mr. Hooper was Chairman of the Committee which obtained the alterations and modifications of the original Bill should be a guarantee of his acquaintance with that measure, and his understanding of its provisions. On one point Mr. Hooper has made it clear that he is in sympathy with the effort of the Sanitary Board to keep the city sweet and clean. He contends that property-owners in Hongkong fail to recognise

where their own interest lies if they do not keep their property up to the highest sanitary level. It does not pay to have insanitary premises, which is the crux of the whole matter. On another point Mr. Hooper has expressed his views. He states that when the Government attempt to do anything in the way of confiscation without adequate compensation he will, if elected, offer strenuous opposition to the proposal, holding that the principles approved by the House of Commons should be followed in Hongkong. These are some of the points on which Mr. Hooper has strong and sound convictions. He is eminently the man for the Sanitary Board. He possesses the knowledge, born of long experience, of the sanitary and conservancy requirements of the city; he is critical, honest and disinterested; and it will be a very strange and remarkable thing if he does not head the poll at the forthcoming election.

THE LAW OF THE ELECTION.

One phase of the forthcoming election of members to the vacancies on the Sanitary Board which has aroused no little remark is the curious wording of the notice appearing in the Government Gazette with reference to the election. The ratepayers entitled to vote are (1) those who are included in the special and common jury lists; and (2) those ratepayers who are exempted from serving on juries on account of their professional avocations. Such is the order as laid down in Section 8 of Ordinance No. 1 of 1905. But the notice in the Gazette has the addition "for the year 1905"; that is to say, that the ratepayers entitled to vote must have been on the special and common jury lists for last year. The same requirement does not evidently attach to the professional men who are ratepayers. Now what is a ratepayer, may be asked, after reading these rules? The Government by this notice in the Gazette defines a ratepayer as one who has paid his rates. But we contend that the Government has most unfairly limited the list of ratepayers. Take the case of one who had been a ratepayer six months ago. He proceeds to Europe, on furlough, but before leaving gives up his house, sells his furniture and leaves nothing on which rates are payable. The ex-ratepayer returns to the Colony on 1st January, 1906, takes a house, and pays his rates, in advance, as required by the law. Is such an individual not a ratepayer and entitled to vote, quite as much as the person who has remained in the Colony and paid his rates right along, up to and including December? The Government says "No," but few will endorse that decision. Yet that does not end the matter, for the Government notice in the Gazette says "No ratepayer will be allowed to vote, unless he produces to the undersigned the receipt for the rates paid by him for the month of December, 1905." In other words, the Government demands proof that the rates have been paid, although the ratepayer has done so through his landlord. We hold that the Government has no right whatever to demand proof of a tenant that he has paid his rates, nor has the Government any right to suggest that a ratepayer is in arrears. The landlord collects the rates from his tenant and is responsible to the Government for those rates whether collected or not. If he fails to collect from the tenant then he has the law at his back, and can by all legal means compel the tenant to pay. In Britain there are "owner" and "occupier" rates so that there is no question on the point—each has to pay separately; but here the landlord is responsible and if he has paid the rates on his property—as most assuredly he will be required to do by the Government in my mind—then the assumption is that the tenants have paid him, that he has recouped himself, in fact, in one way or another; and these tenants provided they comply with the other requirements are certainly entitled to vote. So long as a man can satisfactorily prove that he is liable to pay rates, then that should be sufficient proof that he is a ratepayer entitled to vote. Most tenants in Hongkong pay to the landlord so much for rent and so much for rates. A man with a house rented at \$100 a month hands over to his landlord \$13, as a matter of course. The receipt he gets in return may not specify that the payment was for rent and rates; it may simply read "To rent in December, 1905—\$13." Should the Government keep to the actual words of the paragraph quoted above, that ratepayer would find himself non-suited, so to speak, without a vote and without a right to claim a vote. The above has been written on the assumption that the Government was entitled to demand the production of a receipt for rates paid in December last. But the election is to be conducted we are distinctly told under Schedule C of the Ordinance. What does Schedule C say about that receipt? It does not even mention the word "receipt" in any of its eleven rules! What right then has the Government to demand the production of such a receipt at all, when (unless the Governor in Council has amend-

ed the rules, and that is hardly probable) they are flying in the face of the law? The whole question of receipts, and the date when they have been paid, and who paid them and all the rest of it, have been imported into the notification of the forthcoming election without any apparent authority. If these anomalous features are carried into effect in their entirety there is little doubt but that a Court would uphold any protest made upon the issue of the election, which would thereby be rendered null and void. But a protest would mean money and nobody thinks it worth the trouble and expense. Only the principle of adding irregular features to a legal document is, absolutely wrong.

LOCAL AND GENERAL.

"The Nippon" Yuzen Kaisha's service to Bombay is to be changed from monthly to bi-monthly. Five steamers are to be placed on the run and the Japanese terminus will be at Osaka instead of Yokohama.

RETURN of visitors to the City Hall Library and Museum for the week ending 7th January—Library—Non-Chinese, 236; Chinese, 101; total, 337. Museum—Non-Chinese 97; Chinese, 2,262; total, 2,359.

A CHINAMAN named Lo Wa appeared at the local office of the N.Y.K. that either the s.s. *Nikko Maru* or the s.s. *Vassatsu Maru* will be put on the berth for Australian ports in the latter part of January or thereabouts, the resumption of the regular service to follow soon.

A CITINAMAN named Lo Wa appeared at the Magistracy this morning charged with decaying a male child named Wong Kan, seven years of age, from his parents on Dec. 18th last, at No. 62 Bridge's Street. The case was remanded for further evidence.

THE Kobe Herald has been informed by the local office of the N.Y.K. that either the s.s. *Nikko Maru* or the s.s. *Vassatsu Maru* will be put on the berth for Australian ports in the latter part of January or thereabouts, the resumption of the regular service to follow soon.

SUN Tok Ki, who styles himself a trader, was charged at the Police Court this morning for obtaining from one Ling Kau, a money changer, No. 79 Queen's Road West, the sum of \$100 with intent to defraud. Mr. P. W. Goldring appeared for the defence. The case was formally adjourned until Friday next, bail being allowed in the sum of \$500.

THE Chinese are making Des Vieux Rond West a regular dumping ground, your Worshippers, said the P.W.D., said Sergt. Gordon at the Police Court this morning when a Chinaman was charged for dumping refuse in that vicinity. "Are they?" remarked Mr. F. A. Hazeland. "Pay a fine of ten dollars."

At the Shanghai Mixed Court on the 2nd inst. before Mr. King, assistant Magistrate, and M. J. H. Arnold, American Assessor, a chair coolie was charged with plying for hire with an unlicensed sedan chair, contrary to Municipal regulations. The accused was finally fined \$3, the execution of same to await the consideration of the Consular Body and the Tao-tai.

AN aged Chinaman was charged before Mr. F. A. Hazeland this morning for selling intoxicating liquors and kerosine oil without the necessary licences at Hunghom on the 3rd instant. His Worship imposed a fine of \$100 on the first charge and \$50 for storing the oil, and the liquor and vessels containing it to be forfeited, while a sum of \$15 was to be given to the informer, if the fine was paid.

News has been received in Kobe of a fire on board the barque *Challenger*, 1,399 tons, Capt. Pedersen, off Minabe, on 27th ult. The vessel was carrying a cargo of fish-manure, and the captain telephoned to Osaka for a tug. This assistance was despatched, but a further telegram on 28th idem stated that the vessel was still on fire and sinking. A later message from Minabe received on 29th states that the *Challenger* has been filled with water, and sunk.

WE very much regret to have to announce that at Shanghai on 1st inst. of Mr. J. B. Kremer, formerly Captain in the French Colonial Infantry, and lately Chef de la Garde Municipale Francaise. The late Captain Kremer was an invaluable public servant, and during his twelve years' residence in Shanghai he and his amiable family have been extremely popular with all who knew them.—N.C.D. Niets.

THE *Daihisho-maru*, a steamer of 1,306 tons, which has been built at the Mitsubishi Shipyard, Nagasaki, to the order of the Osaka Shosen Kaihatsu, left Nagasaki on the 27th ult. for Osaka. The *Daihisho-maru* is a sister-ship of the *Daihisho-maru* recently built by the Osaka Tekkojo (Osaka Ironworks) for the Tientsin line. During the winter season, when the Peiho is frozen, the new steamer will be put on the Tairen or Korean line with the *Daihisho*.

A CORRESPONDENT asks us to direct the attention of the authorities to the rickshaw nuisance which occurs every afternoon at the Happy Valley, at the entrance to the Naval and Military football grounds. He says that after a match is over an exit is sometimes impossible owing to the gateway being blocked by these coolies touting for fares. Our correspondent suggests that a policeman should be on duty in this vicinity to check the coolies.

UNDER instructions from the Shanghai Tao-tai, Mr. Kuan, the Mixed Court magistrate, has posted a proclamation in front of his yamen asking all Chinese who suffered through loss of relations, lives, or injuries of person, or in goods and chattels during the recent riots, to present detailed, written statements of the same so that their cases may be taken into consideration by the higher authorities, whereby the deserving are to be indemnified proportionately. Persons are, however, warned not to present false claims.

THE *Tessuri-maru*, a steamer now being built at the Mitsubishi yard, Nagasaki, to the order of the Osaka Shosen Kaihatsu, was launched on 27th ult.

AT the instance of Inspector Gauld, eleven coolies were paraded before Mr. F. A. Hazeland at the Magistracy this morning, on a charge of gambling, and three others for keeping a common gaming house at No. 5 McGregor Street, at Wan-chai. Evidence was taken. The first defendant was fined \$100, the second and third \$50 each, and the remainder \$3 apiece. A similar charge was made out against nineteen men—two for keeping a gaming house at Yau-nati and the remainder for gambling. Mr. P. W. Goldring appeared for the defence of the first two defendants. The others pleaded guilty to the charge. The case of the first three defendants was adjourned until Wednesday. The remainder were fined \$5 each.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

FARNHAM, BOYDS.

PROPOSED WINDING-UP.

RE-CONSTRUCTION SUGGESTED.

SHAREHOLDERS CALL SPECIAL MEETING.

[From Our Own Correspondent.]

Shanghai, 8th January, 12.10 p.m.

A number of shareholders in S. C. Farnham, Boyd & Co., Ltd., have decided to call a special meeting of the Company to be held at an early date.

The object of this extraordinary general meeting is to discuss a resolution, which will be put to the meeting, proposing that the Company, as at present constituted, should be wound up.

It will be proposed, further, that the Company be re-constructed on a popular basis, so as to meet the requirements of the situation, and the wishes of the shareholders.

SPORTS.

ASSOCIATION FOOTBALL.

On Saturday afternoon on the Naval Football ground, at Happy Valley, a match was played between H.M. ships *Tamar* and *Hogue*, in the competition for the China Squadron Football Challenge Shield. The first half of the game was rather even, though the *Tamar* stood on the aggressive a while and just before half-time Woolley netted a goal. The *Hogue* could not equalise in the second half, the *Tamar* winning by a single goal.

Early on Saturday afternoon the Royal Engineers played the Army Staff in the third round for the Soldiers' Club Football Shield. A good game being exhibited the score was one all at half-time, with the Army Staff pressing hard. Everyone present expected the game to be drawn when a foul occurred within the penalty line of the Army Staff, and the R.E.'s were awarded a penalty-kick. Headley took charge and piloted the ball into the net. The Engineers therefore won by a to.

Immediately after the last mentioned match terminated the West Kents met the Naval Yard for the shield. For a few seconds the Naval Yard did some good work, but when the soldiers settled down to play, "they had not a leg to stand on." The dashing play of the West Kents, coupled with good combination, was too much for the Naval Yard, who were defeated by eight goals to nil.

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On the Military Hockey ground at Happy Valley on Saturday afternoon, H.M.S. *Hedgehog* played the 129th Baluchi a friendly game. The Indians again proved superior and won by four goals to nothing.

CRICKET.

PARSEES v. LISITANO C. C.

The Parsees won this match by 74 runs. Following are the scores:—Parsees:—Baluchi 19, Vasunia 52, Balkhi 9, Taraphoria 17, Captain 0, Sanga 6, K. Jamshedji 0, Mowdavia 10, Chinyo not out, O. Karanji, Bejouji did not bat; Byes 10; total 123.

Lisitano C. C.:—Ivanovich 0, H. Silva 0, L. Remedios 0, Roza 0, J. Lopez 29 not out, Carvalho 0, Rodriguez 3, F. Silva 5, C. Silva 0, Barradas 4, Soares 0, Byes 8; total 49.

THE JAPANESE IMPERIAL DIET.

JAPAN'S RELATIONS WITH OTHER COUNTRIES.

The twenty-second session of the Imperial Diet was formally opened on 28th ult. by His Majesty the Emperor, with the usual ceremony. The Imperial Message, read personally by the Emperor in the House, is as follows:—

"Lords and Gentlemen.—By the aid of the Army and Navy officers, competent officials, the members of the Diet, and by the loyalty of our faithful subjects in general, we have laid down our arms with glory to ourselves and restored friendship with Russia. We are very happy to see that the Agreement between Our Empire and Great Britain was lately revised, and that the relations of Our Empire with Korea, the relations of Our Empire with that country have been brought much closer. It is necessary to promote friendship more and more with Korea, and to endeavour to discharge Our duty in guiding the Koreans into the path of civilisation."

"We have directed our soldiers of State to submit the Budget for the 29th fiscal year and projects of law to the deliberation of the Diet. You are requested to discharge your duties in harmonious co-operation, keeping in mind the progress and destiny of Our Empire, and aiming at future prosperity."

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"We have directed our soldiers of State to submit the Budget for the 29th fiscal year and projects of law to the deliberation of the Diet. You are requested to discharge your duties in harmonious co-operation, keeping in mind the progress and destiny of Our Empire, and aiming at future prosperity."

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TELEGRAMS.

[Reuters.]

The Repatriated Japanese Prisoners.

London, 5th January.

The Vancouver, with 936 repatriated Japanese prisoners of war, has passed Port Said.

The Battle of Tsushima.

ADMIRAL ROZHDESTVENSKIY'S

PRIVATE OPINION.

Admiral Rozhdestvenskiy, in his communication to the *Nova Vremya*, explains that the permission to publish the letter did not imply that the Ministers agreed with the views expressed therein, especially as permission was given without the letter having been censored.

The allusion to Great Britain was Admiral Rozhdestvenskiy's own private opinion.

Russia.

Later.

Russian advices continue to report serious trouble in different parts of the Empire showing that the revolution is in nowise wholly repressed.

The United States Currency.

IMPENDING PANIC.

Mr. Schiff, the well-known banker of New York, in a speech, predicts that a panic, exceeding all previous experiences, will occur, unless the currency is reformed and made more elastic.

The speech has made a great impression.

The Morocco Conference.

6th January.

The American delegates at the Morocco conference are instructed to prevent Franco-German friction, and to maintain the open door.

The Chinese in the Transvaal.

The Standard quotes Counsel's opinion that Lord Elgin acted illegally in stopping the importation of Chinese to the Transvaal, and says that the power rests solely with the Privy Council.

The British Army.

The Standard understands that the Secretary of State for War will restore five years with the colours and seven in the reserve.

The Elections.

The elections are marked by increasing rowdism.

Mr. Balfour speaking in Manchester was constantly interrupted, and the police had to be summoned to eject the offenders.

[N. C. D. News]

The Chino-Japanese Treaty.

Peking, 10th December.

The *Peking Kungfu*, an official organ of Viceroy Yuan Shih-kai, gives the gist of the Chino-Japanese Treaty regarding Manchuria, as under:

Art. I provides for the lease of the Liaotung Peninsula to Japan.

Art. II concerns the lease of the Chinese Eastern Railway.

Art. III relates to the lease of the mines along the Chinese Eastern Railway.

Art. IV provides that the military railway between Antung and Mukden, under certain conditions for redemption by China shall be left as at present.

Art. V provides that the Ussimintun-Mukden railway shall be left as it is.

Art. VI permits Japan to build a railway between Kirin and Changchun.

Art. VII concerns the trade relations of Manchuria and Corea.

Art. VIII names the new towns to be opened for foreign trade.

Art. IX engages that the military telegraphs and post-offices shall be left as they are.

Art. X provides for the withdrawal of railway guards under certain conditions.

Art. XI relates to the civil administration of Manchuria.

Art. XII provides for the unity of the Eastern Provinces.

Art. XIII establishes a Chino-Japanese joint enterprise in the timber-felling busines along the Yalu.

This seems to be an authentic summary of the Treaty.

AN APPEAL TO THE EMPEROR.

EXCITING SCENE AT TOKYO.

The *Japan Chronicle* of 30th ult. says:—On Thursday morning an attempt was made by a Japanese to make a personal appeal to His Majesty the Emperor during the Imperial journey to the House of Peers, with the object of opening the Diet. When the procession approached the House of Peers, a man decently dressed in *haori* and *hakama* sprung out of the crowd along the roadside, approached the Imperial carriage, and attempted to present a petition to His Majesty. The man fell to the ground before being able to present the petition, and was immediately pounced upon by the police. The petitioner said he was a native of Okayama prefecture, named Fujiwara Hidetaro, and gave his age as 43. He attempted to make the personal appeal to His Majesty with the object of craving the Imperial benevolence and special pardon for Mr. Kono and other leaders of the Hibiki anti-peace meeting; who are charged with having attempted to hold a prohibited meeting.

Later investigations show that the man was formerly a teacher in elementary schools or a clerk in a village office. He taken an all-absorbing interest in politics, and has spent his means in this way.

CLAIM FOR COAL.

S.S. "PAUL BEAU" SUED.

In Admiralty jurisdiction this morning, His Honour, Sir Francis Piggott, Chief Justice, presiding, the Sam Hing Firm sued the s.s. *Paul Beau*, for the recovery of the sum of \$5,390.60, being the price of coal supplied to the defendant steamer by the plaintiff firm, between May and July 1904.

Mr. M. W. Slade, instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Cristi, appeared for the plaintiff firm, and Mr. H. E. Pollock, K.C., instructed by Mr. M. J. D. Stephens, appeared for the defendant vessel.

In opening the case, Mr. Slade said this was a case brought by the Sam Hing Firm, who were coal merchants, carrying on business at Nos. 28 and 30, Pottinger Street in this Colony, against the s.s. *Paul Beau*, a steamer which had for the past two years been trading between Hongkong and Canton. The coal was supplied in 1904.

Mr. M. W. Slade said this was a test case. There was a precisely similar action against another ship of the same company for the same supplies, and the parties had agreed to let the decision in one action govern the other.

The plaintiff's were requested by Kwok Yik Ting, representing himself as the agent of the *Paul Beau*, to supply coal to that vessel, and the coal was supplied to the captain and owners. Under the English law the suppliers of goods to a ship had a right of claim against that vessel for the price thereof, and could arrest her and hold her against the amount due.

Mr. Pollock said that he objected to the reference to the English law, as the steamer was a French steamer, under the French flag, and the case must be dealt with by the law of that flag.

Mr. Slade said the supplier of goods to a ship had a lien on that ship, when he had given credit to the charterers.

He would deal with the French law later.

Mr. G. Liebert, French Consul, here entered the Court, and watched the case on behalf of the defendant steamer.

Mr. Slade, continuing, said that the coal was received on board, and receipts given by the officers theron, and the cost had never been paid and was still due and owing.

The defendants admit the *Paul Beau* was plying between Canton and Hongkong during the period mentioned and that coal was supplied to her, that coal was supplied to the order of Messrs. Trevoux and Co., the then owners of the *Paul Beau*, and not to the order of the steamer. The defendant steamer denies owing any money for coal supplied, or liability for any claim for coal, and enter a counter claim for damage sustained by reason of the plaintiffs causing the wrongful arrest of the *Paul Beau*, on account of the loss of the services of the plaintiff in witness's shop; he was not a partner.

At the time of the supply of the coal the plaintiffs were not aware of Messrs. Trevoux and Co.'s existence.

Mr. Pollock: I would ask your Lordship to make a note of that, "the plaintiffs were not aware of the existence of Messrs. Trevoux and Co." It is an important point.

Mr. Slade: I think not; the plaintiffs were not aware of their existence at the time. Of course, they became aware subsequently that there was a firm of Trevoux and Co., and they had been owners at one time of the *Paul Beau*, and another vessel of the same sort.

Mr. Pollock: It is an important point and I must ask your Lordship to note it.

Mr. Slade then proceeded to quote the English Admiralty Court Act of 1810, when Mr. Pollock objected, saying he doubted the jurisdiction; this was a case of coal supplied to a foreign ship in a foreign port, and the English Admiralty Act did not apply.

His Honour: But is not a ship liable, under my law, for goods supplied, necessary to its proper navigation?

Mr. Pollock: I submit, my Lord, that the person ordering such goods is alone liable.

A lengthy discussion then followed as to the rights of the law of the flag, His Honour holding that it had generally been accepted of late that the law of the flag did not follow a vessel all over the world.

Mr. Pollock said he was not in any way arguing against the jurisdiction; as he fully admitted the jurisdiction of this Court, but the question to consider was under what law the case was to be dealt with.

Paul Beau. Witness did not ask who the owners were.

Mr. Pollock: Why did you not ask the name of the owners of a steamer to whom you were supplying coal?—I trusted the steamer.

And you call yourself a business man? where would you have been if the steamer had not come back to Hongkong?—Well, I should have waited and then seen what was to be done. I would not have looked to Kwok Yik Ting for the amount of the bill.

When the coal was ordered witness was asked to supply it on credit, the coal to be paid for in 40 days. He first heard of Trevoux, as the agents of the *Paul Beau*, in July, 1904, but did not remember the actual date. Nothing was said then about the bill being made in the name of Trevoux, but after the bill was sent in, he was asked to alter the bill from the name of the Captain of the *Paul Beau* to that of Trevoux. Witness did not make out the bill, but he saw it and it was made out. "The captain and owners of the steamer *Paul Beau*." Tung Shuk Hing made out that bill. When it was brought back from the captain the words mentioned were scratched out, and the accountant who brought it said that a new bill must be made out in the name written on the top; and that was "Trevoux and Co." A fresh bill was made out, and witness saw it. On that bill there was no mention of the captain and owners of the *Paul Beau*. The old bill was kept in the shop. Looking at a bill produced witness said that was the old bill.

Mr. Slade objected to witness seeing that bill.

Mr. Pollock: Very well, put it in; and don't let witness see it.

Witness, continuing, said that from memory he could only say that the *Paul Beau* was mentioned, but did not remember if there was any other steamer mentioned. He did not think the *Charles Hardouin* was mentioned. The word "Agents" was added to the name "Trevoux and Co." That was done at witness's direction. The bill was then sent to Kwok Yik Ting, and the latter sent it back a second time, and at his request a new bill was made out, leaving out the word "agents." Kwok Yik Ting was not a witness for the plaintiff. Witness left out that word as Kwok Yik Ting said "leave out the word 'agents,' and you'll get your money." When he had the bill made out he did not intend to claim the money from Trevoux, but from the ship first. He was in Canton when the second bill was made out. The transaction was carried out by his *oki*, and he did not care what name was on the bill; he only looked to the ship for his money. He went to Canton 40 odd days after the dealings. Kwok Yik Ting knew witness was in Canton when he sent the bill to be altered. Witness did not see the first bill after it was altered. He was present when the first bill was made out, but knew nothing about the second bill, until he returned from Canton. Yung King Wan was the accountant in witness's shop; he was not a partner.

The defendants admit the *Paul Beau* was plying between Canton and Hongkong during the period mentioned and that coal was supplied to her, that coal was supplied to the order of Messrs. Trevoux and Co., the then owners of the *Paul Beau*, and not to the order of the steamer. The defendant steamer denies owing any money for coal supplied, or liability for any claim for coal, and enter a counter claim for damage sustained by reason of the plaintiffs causing the wrongful arrest of the *Paul Beau*, on account of the loss of the services of the plaintiff in witness's shop; he was not a partner.

The case for the plaintiff having closed, Mr. Pollock, in opening the case for the defence, said the English law did not apply to this case, as the *Paul Beau* was a French steamer, registered in France and in Canton, and therefore must be tried according to French law, as she also trading under the French flag.

Of course, learned Counsel admitted, a foreign steamer entering this port at once became amenable to the laws of this Colony, but that had nothing to do with this class of case. Mr. Pollock then quoted certain authorities regarding cases which had been decided in Queen's Bench, and which had decided that in such actions the ship, if a foreign ship, must be tried according to the law of its country.

His Honour: But is not a ship liable, under my law, for goods supplied, necessary to its proper navigation?

Mr. Pollock: I submit, my Lord, that the person ordering such goods is alone liable.

A lengthy discussion then followed as to the rights of the law of the flag, His Honour holding that it had generally been accepted of late that the law of the flag did not follow a vessel all over the world.

Mr. Pollock said he was not in any way arguing against the jurisdiction; as he fully admitted the jurisdiction of this Court, but the question to consider was under what law the case was to be dealt with.

The case is proceeding.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, Jan. 5th, 1906.

THE MYSTERIOUS DISAPPEARANCE OF QUEUES.

I mentioned some days ago that in the Sai Kwan section of the city queues were mysteriously disappearing. The Vicerey has ordered about one hundred soldiers to investigate this mystery. Men, women and children go out and return without their hair and they cannot tell how has disappeared. It looks as if some person or persons has been mesmerizing these people and then cut off the queues.

THE VICEROY.

The Vicerey is reported as under the weather. The consuls can neither see him nor hear from him. All business between Shamen and the Vicerey's yamen is at a standstill.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 8th at 11:45 a. The barometer has fallen over N. China and Japan, and fallen over S. China.

Pressure is highest over N. China and the Sea of Japan.

Gradients are slight, and fresh to moderate monsoon is indicated in the Formosa Channel and the N. part of the China Sea.

Forecasts: fresh to moderate E. winds; fair.

"TWELFTH NIGHT" PARTY.

VICTORIA BARRACKS EN PETE.

The children's Christmas holidays were brought to a fitting close on Saturday afternoon, when Colonel Kent and Officers of the Royal Garrison Artillery were "at home" to the children of the Garrison at the R.G.A. Theatre, Victoria Barracks, the *mall* being a Christmas-tree. Regimental Quarter-master Sergeant Tubby had, with the aid of a band of willing helpers, under the supervision of Captain Fletcher, transformed the theatre into a perfect bower with the evergreens of the season amid tastefully displayed bunting and Japanese lanterns, and there some hundred and fifty-five guests all told sat down to a very excellent "high tea," the table being presided over by the Rev. G. Searle, Chaplain to the Forces, the good things provided by Captain Butcher being done ample justice to, especially by the juveniles, though their little faces were beaming, and their hearts beating, in anticipation of the better time to come! When all had satisfied their not very peremptory appetites, the tables and chairs were made to vanish as if by magic, while the raising of the curtain revealed the delight of every child's heart at this season of the year—a gaily decorated and toy-laden Christmas-tree, lit up and dazzling. This appearance was greeted with a prolonged spontaneous shout from the children who were allowed ample time to admire the result of the kindly work of Mrs. Kendal, Mrs. Kays, and other kind friends of the children, before the work of spoliation began. The delight of the youngsters was infectious, and made many a faded heart there feel young and gay again, even if only *pour le nonce*. The proceeding consisted of a magic lantern display by Captain Fletcher, R.G.A., dancing to the strains of excellent music played by four instrumentalists of the R.G.A., who also played pleasing selections of music during the afternoon, and then came the festive moment when the little ones gathered round the tree, each to receive an appropriate present from the gracious hands of Mrs. Kent, the Colonel's wife. The tree debrued, Sergeant Major Fairbairn returned thanks to Colonel and Mrs. Kent, and the Officers and ladies responsible for the carrying through to such a delightful success of the enjoyable entertainment just participated in by young and old, and wished them all a bright and happy New Year, and thus the proceedings were brought to a happy conclusion, with the singing of "God save the King."

PAR EASTERN NAVAL VISITS.

BRITISH CRUISER SQUADRON TO VISIT PHILIPPINES AND SAIGON.

The beginning of an important and a highly interesting round of visits, in the course of which international courtesies will be exchanged, commenced this afternoon, when a cruiser squadron of the British fleet in China left Hongkong to salute our cousins of the Anglo-Saxon race in the Philippines and our friends of the *entente* in Saigon. The squadron consisted of the *Diadem*, which will be the flagship of Admiral Sir Gerard U. Noel, Commander-in-Chief, the *Sutlej* and *Hogue*. The men of the British squadron have been looking forward with the liveliest interest to this cruise, which is bound to rival the recent visit to Japanese ports. In the Philippines, the Americans have, it is understood, arranged a series of entertainments; while at Saigon, there will be one unending. *High* so long as the visit lasts. The cruise will last about three weeks or a month, the squadron having to return to Hongkong in time to offer a naval welcome to His Royal Highness Prince Arthur of Connaught. The despatch-boat *Alert* will proceed to Singapore at an early date to meet His Royal Highness and provide an escort to Hongkong.

COMMERCIAL.

SHANGHAI SHARE MARKET.

Advices from Shanghai, bearing date, 4th inst., state:—Business reported.—Shanghai and Hongkong Wharves at Tls. 225 cash, at Tls. 235 for March. Langkats at Tls. 222½ for March.

Business done direct

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ANTENOR"	9th January,
GLASGOW and LIVERPOOL	"SAINT BEDE"	11th "
GLASGOW and LIVERPOOL	"OOPACK"	23rd "
GLASGOW and LIVERPOOL	"NINGCHOW"	24th "
GLASGOW and LIVERPOOL	"ACHILLES"	30th "
GLASGOW and LIVERPOOL	"PELEUS"	6th February,
GLASGOW and LIVERPOOL	"ALCINOUS"	13th "

S.S. "Antenor" left Singapore on the 4th inst. p.m., and is due here on the 9th. The Chartered S.S. "Saint Bede" left Singapore on the 3rd inst., and is due here on the 11th.

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th January,
"GENOA, MARSEILLES & L'POOL	"PAK LING"	20th "
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	30th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	13th February,
"GENOA, MARSEILLES & L'POOL	"PATROCLES"	20th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	27th "

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS, w/	"NINGCHOW"	24th January,
NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	24th February.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"PINGTSEY" "QANFA"	25th January, 26th February.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 6th January, 1906.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI".

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3 Return-Ticket, \$1; 2nd Class, \$1; 3rd Class, 10 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 10 cents. Return, 5 cents. Steerage, 10 cents.

Breakfast, 10 cents. and Dinner can be supplied either on Board or at the Macao Hotel, for returning passengers only, at an extra charge of 50 cents.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday), on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw, Steel Steamers

Tons Captain

"KWONG CHOW" ... 1,309... T. R. MEAD.

"KWONG TUNG" ... 1,238... H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ... \$4

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

[18]

DODWELL & CO., LIMITED

Agents

Hongkong, 2nd January, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'S Steamer

"SUMATRA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessels are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Honkong, 6th January, 1906.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUZU CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship

About

"ATHOLL" 12th January.

"PATHAN" 23rd January.

"ST. GEORGE" to follow.

For Freight and further information, apply to DODWELL & CO., LIMITED,

Agents

Hongkong, 2nd January, 1906.

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"RHANANIA,"

Captain Föck, having arrived from the above ports, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from the Godowns.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th January, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th January, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 5th January, 1906.

NOTICE TO CONSIGNEES.

S.S. "FERNANDEZ HERMANOS,"

FROM MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are to be taken from alongside.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th January, 1906.

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"INDRAMAYO,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & CO., Agents.

Hongkong, 3rd January, 1906.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:

Celtic Chief, British ship, Captain John Jones—Standard Oil Co.

GO TO THE

KOWLOON HOTEL.

J. W. OSBORNE, Proprietor and Manager.

Hongkong, 26th December, 1905.

[19]

Shipping—Steamers.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma, with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Hongkong, 3rd January, 1906.

NOTICE TO CONSIGNEES.

THE Steamship

"CALEDONIEN,"

Captain _____, will be despatched as above, on or about TUESDAY, the 9th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent,

Hongkong, 3rd January, 1906.

NOTICE TO CONSIGNEES.

THE Steamship

"ARRATON APCAR,"

Captain E. Fey, will be despatched for the above Ports, on WEDNESDAY, the 10th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSON & CO., LIMITED,

Intimations.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

The following are in Stock:
PRIME AUSTRALIAN BEEF,
MUTTON, LAMB, PORK AND VEAL.
DAIRY FARM FED PORK.

Make your

XMAS

AND

NEW YEAR'S

PURCHASE

FROM

A. CHAZALON & CO.,
6, Queen's Road, Central.

Just Received

A Select Assortment of ENGLISH and FRENCH Confectionery from the best makers of London and Paris.

 MARRONS GLACES.
 FONDANTS FOURRES.
 PRALINES.
 DRAGEES.
 PATES PECTORALES.
 NOUGAT.
 PAPILLOTTES.
 CRYSTALLISED FRUITS.
 FRENCH CHOCOLATE.
 CADBURY'S.
 LOWNEY'S.
 PETER'S.

AT MODERATE PRICES.

 ALSO
 ASSORTMENT FRENCH BISCUITS, CHAMPAGNE, PORT WINE, SHERRY,
 LIQUERS, BRANDY, WHISKY, &c., &c., from the most renowned
 Houses in France and other foreign countries.
 Hongkong, 11th December, 1905.

[1225-D]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY	Per Case.	\$22.50
"	"	20.00
"	"	16.75
WHISKY, PALL MALL	"	20.00
JOHN WALKER & SONS' OLD HIGHLAND	"	12.50
C. P. & CO.'S SPECIAL BLEND	"	10.50
PORT WINE, INVALIDS	"	20.00
DOURO	"	13.75
SHERRY, AMOROSO	"	20.00
LA TORRE	"	16.00
BENEDICTINE, D.O.M.	"	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

[43]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

DEPOT

GENERAL HOUSEHOLD

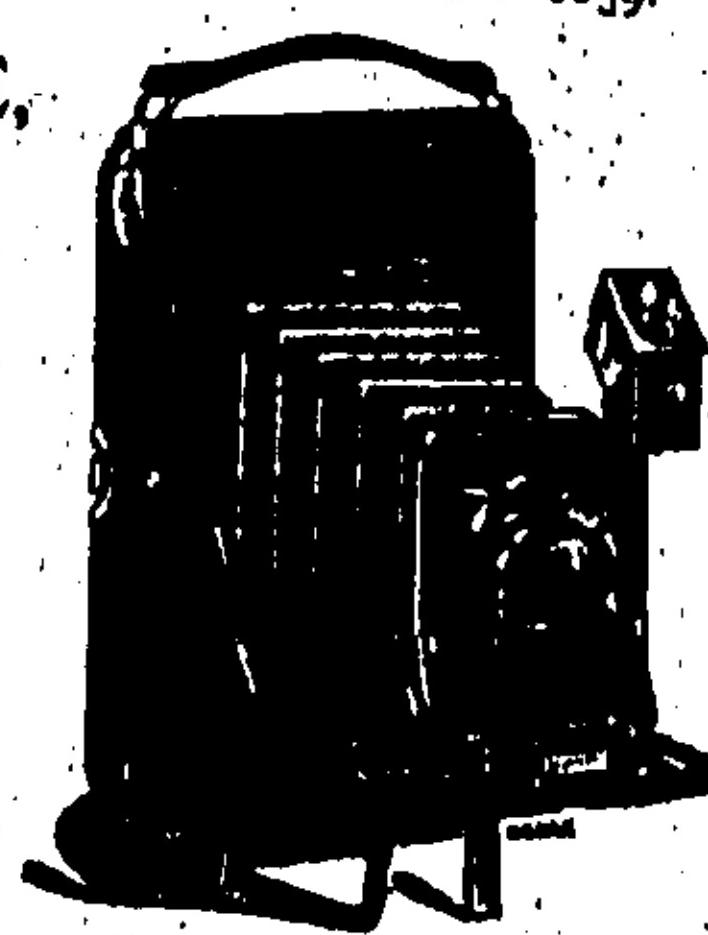
FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

[49]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	LAST DIVIDEND AT WORKING ACCOUNT.	APPROXIMATE RETURN AT PRESENT QUOTEATION.	CLOSING QUOTATIONS
RANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,500,000 \$250,000}	\$1,702,728	{ £1 15/- @ exchange 1/10 = \$18.66.67 for first half-year 1905	5 % { 1895 sales London 2.941 \$38 buyers
National Bank of China, Limited	99,925	\$7	\$5	\$200,000	\$41,768	\$2 (London 3/6) for 1905	"
MARINE INSURANCES.							
Shantou Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,805}	\$211,540	\$20 for 1904	6 % { \$315 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$90,000 \$160,215 \$202,455 \$296,955}	Nil	\$41 for year ended 30.11.1905	5 % { 500 buyers
NEW CHINA INSURANCE COMPANY, LIMITED							
North China Insurance Company, Limited	10,000	\$15	\$5	{ Tls. 100,000 Tls. 50,000}	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 % { Tls. 95
Union Insurance Society of Canton Limited	10,000	\$250	\$100	\$10,000	\$2,339,112	\$4 for 1904	5 % { 720 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$70,000	\$486,284	\$1 1/2 and \$3 special dividend for 1903	8 % { \$170
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1903	8 % { 500 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903	11 % { \$310
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000	\$8,832	\$1 for 1904	5 % { \$20 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000	Nil	\$34 for year ended 30.6.1905	9 1/2 % { \$361 buyers
Hongkong, Canton & Macao Steamship Co., Ltd.	20,000	\$15	\$15	\$145,376	Nil	\$1 for first half-year 1905	8 % { \$251 buyers
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	\$241,150	\$4,433	12/- @ 1/10 = \$6.29.51 for 1904	7 % { \$92
Shanghai Tug and Lighter Company, Limited	100,000	\$15.50	\$15.50	{ \$15,000 \$400,000	Tls. 43,762	Interim of Tls. 2 for 1905	8 % { Tls. 58 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$1,444	/10,815	Interim of Tls. 18 for 1905	8 % { Tls. 47 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$65,000	\$929	1/- (Coupon No. 6 for 1905	4 1/2 % { \$26 ex div.
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,755	\$21,231	\$1.80 for year ending 31.1.1905	4 % { \$32 sellers
Taku Tug and Lighter Company, Limited	30,000	\$11.50	\$11.50	{ Tls. 10,000 Tls. 19,479 Tls. 28,000 Tls. 81,200	Tls. 4,333	\$10 for 1904	7 % { \$149 buyers
PEPPERMINTS.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 \$150,000	\$4,812	Interim of \$10 for 1905	10 % { \$205
Lungh Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,087	\$3 for 1897 { \$25 sales
Perak Sugar Cultivation Company, Limited	7,000	\$15.50	\$15.50	Tls. 100,000	Tls. 3,773	Tls. 24 for year ending 31.9.04 { Tls. 62
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	{ \$80,000 \$26,000	\$13,355	Final of 1/- (No. 5) { Tls. 9 sales
Oriental Consolidated Mining Company, Limited	500,000	\$10	\$10	none	\$672,093	Final of 50 cents making G \$1 for 1905	G. \$161
Raub Australian Gold Mining Company, Limited	150,000	\$1	\$1	\$4,873	\$8,745	No. 12 of 1/- = 48 cents	\$44 buyers
DOCKS, WHARVES & GODOWNS.							
Farnham, (S. C.) Hoy & Co., Limited	55,200	Tls. 100	Tls. 100	\$1,000,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 % { \$75 for 1904 on old capital
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	First year { \$118 ex div.
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$250,000	\$29,422	Interim of \$24 for 1905	4 1/2 % { \$108 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$100,000	\$50,132	\$6 for first half-year 1904	8 % { \$163
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$55,500	Dr. 10,260	\$14 for 1903	7 % { \$17
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 48,720 Tls. 50,880	Tls. 10,711	Interim of Tls. 6 for 1905	5 1/2 % { \$230 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 % { Tls. 190 buyers
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$14,516	\$9,028	\$2 1/2 for year ended 30.6.1905	9 % { \$28
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	{ Tls. 30,000 Tls. 8,000	Tls. 806	Interim of Tls. 5 for year 1905/6	8 % { Tls. 130 buyers
Central Stores, Limited	6,000	\$15	\$12	none	\$1,502	Final of 60 cents making \$1.80 for 1904	12 % { \$150
"Do. (Founders)"	123	\$15	\$12	none	None	Preferential of 7 per cent for 1904	7 % { \$160
"Do. (New Issue)"	24,000	\$15	\$12	none	None	\$5 for first half-year 1905	6 1/2 % { \$150 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$104,975	\$10,126	Interim of \$12 for 1905	6 1/2 % { \$163
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Interim of \$31 for 1905	5 1/2 % { \$170
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 7,202	Interim of Tls. 1 for 1905	5 1/2 % { \$175 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	First year	Final of \$6 making \$10	5 1/2 % { \$200 sellers
Humphreys Estate & Finance Company, Limited	10,000	\$					

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
DJIBOUTI, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "ERNEST SIMONS."

Captain Boudon, will be despatched for
MARSELLES TO-MORROW, the 9th
January, at 1 p.m.

This Steamer connects at Colombo with the
Australian line as far bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-

S.S. POLYNESIEN 23rd January.
S.S. CALEDONIEN 6th February.
S.S. SALAZIE 20th February.

G.D. CHAMPEAUX,

Agent.

Hongkong, 8th January, 1906.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMER-
ICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"

Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 13th
January, 1906, at noon, taking Passengers and
Cargo for the above Po, in connection with
the Company's S.S. Himalaya, 6,870 tons, from
Colombo. Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, &c. Cargo for France,
and Tea for, &c., under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Egypt,
due in London on the 24th February, 1906.

Parcels will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
S. portm. ent.

Hongkong, 30th December, 1905.

Intimations.

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when
all nature, so to speak, is open to the scientific
for the comfort and happiness of man. Science has
done much for the world, and the world for science,
and among the -by no means least important-
discoveries in medical comes that of Therapion,
which is now well known to all. This preparation
is unique in its character, and is the result of
the combined efforts of many learned men,
including the celebrated Lallemand and Roux, by whom it
was some time since uniformly adopted, and that
with its self-respecting independence and its
breezy, open-air surroundings, is certainly
healthful and exhilarating, while the constant
stream of passengers, both new and old, tends
to pleasant acquaintances being formed and
continued even during the comparatively dull
season.

Another post filled by women on-board the
Norwegian mail steamer is that of "post
official." Two of these young ladies always
travel together; their sole duty consisting in
carrying the mail-bags to and from the points
of embarkation and arrival. During the voyage,
these girls' time is practically their own, and they
generally may be seen employing it in producing
those much-admired "Hosfids-for-
eining"-the beautiful Norwegian embroideries
to be met with in such rich profusion throughout
the Scandinavian lands. These "post
ladies," however, never allow their elaborate
needlework to jeopardise their official position
as Government employees, for long before
the landing-stage is reached both may be seen
cloaked and battened, and standing, as it were,
at attention, they being, on account of the
precious burdens they bear, the first to leave
the boat.

These, therefore, are some of the busy-bees
to be found in the land where the "Norahs"
and "Hedda Gablers" come from; and if more
normal yet surely for that reason, not wholly
devoid of interest.-P.M.G.

Shipping.

Arrivals.

Lyeemoon, Ger. s.s., 1,238, F. Th. Lehmann
6th Jan.,—Kobe, 1st Jan., Gen.—S. & Co.,
Hanoi, Fr. s.s., 730, P. Mees, 6th Jan.,—
Haliphong and Hoitow 5th Jan., Gen.—A.
R. M.

Ernest Simons, Fr. s.s., 2,003, Bourdon, 7th
Jan.,—Yokohama 30th Dec., Mails and
Gen.—M. M.

Palma, Br. s.s., 4,913, G. W. Cockman, 7th
Jan.,—Yokohama 19th Dec., Gen.—P.
& S. N. Co.

Prinz Waldemar, Ger. s.s., 3,227, C. Woltemas,
7th Jan.,—Yokohama 28th Dec., Gen.—M.
& Co.

Fooshing, Br. s.s., 1,233, T. Arthur, 7th Jan.,—
Wuhu and Chinkiang 3rd Jan., Rice and
Pea-nuts—J. M. & Co.

Triumph, Ger. s.s., 2,222, H. Hansen, 7th Jan.,—
Shanghai via Foochow Amoy and Swallow
6th Jan., Gen.—O. S. K.

Halmun, Br. s.s., 616, A. J. Robson, 7th Jan.,—
Swatow 6th Jan., Gen.—D. L. & Co.

Hallan, Fr. s.s., 3,771, L. Andersen, 7th Jan.,—
Vitkoh and Hoitow 6th Jan., Gen.—A. R.
M.

Sirocco, Br. s.s., 2,349, G. Williamson, 7th Jan.,—
Moji and Jan., Coal—D. & Co. Ltd.

Hengsang, Br. s.s., 1,356, Wilde, 7th Jan.,—
Canton 6th Jan., Gen.—J. M. & Co.

Kowloon, Ger. s.s., 2,326, Siehr, 7th Jan.,—
Canton 6th Jan., Gen.—S. & Co.

Loonggang, Br. s.s., 1,004, A. E. Sandbach, 8th
Jan.,—Manila 5th Jan., Gen.—J. M. & Co.

Anping, Ch. s.s., 1,159, J. Warwick, 8th Jan.,—
Shanghai 5th Jan., Gen.—C. M. S. N.
Co.

Clearances at the Harbour Office.

Kenley, for Rangoon.

Roofing, for Canton.

Hannam, for Canton.

Anping, for Canton.

Kwangtung, for Shanghai.

Prinz Waldemar, for Sydney.

Haitian, for Hoitow.

Palma, for London.

Panthur, Austrian cruiser, for Shanghai.

Yeochoow, for Canton.

Quinta, for Chinkiang.

Kwangtung, for Shanghai.

Fooshing, for Canton.

Departures.

Jan. 7.

Sumatra, for Shanghai.

Rhenania, for Shanghai.

Shantung, for Samerang.

Daike Maru, for Swatow.

Hilary, for Foochow.

Jan. 8.

Panthur, Austrian cruiser, for Shanghai.

Yeochoow, for Canton.

Quinta, for Chinkiang.

Kwangtung, for Shanghai.

Fooshing, for Canton.

Steamers Expected.

Vessels From Agents Due

Tsimshai Kobe J. C. J. L. Jan. 8

Oaledonien Saigon M. M. Jan. 9

Kutang Singapore J. M. & Co. Jan. 9

Athenian Shanghai C. P. R. Co. Jan. 9

Zafiro Manila J. T. & Co. Jan. 9

Doric Japan O. & O. Co. Jan. 10

Acadie Singapore P. & O. Co. Jan. 11

Saint Bede B. & S. Jan. 11

Tsimshai Macassar J. C. J. L. Jan. 12

F. Skjoldum Sydney M. & Co. Jan. 14

Emp. of India Vancouver C. P. R. Co. Jan. 17

Passengers arrived.

Per Anping, from Shanghai—Messrs. Light
and Schroll.

Per Haimun, from Swatow—Mr. To Tin
Tin and 15 Chinese.

Per Palma, from Yokohama for Hongkong
—Mr. P. Cugnot, For Port Said—Dr. C. C.
Rice, and S. A. Morton.

Per Loonggang, from Manila—Messrs. Ray
R. Palmer, F. W. R. Ward, F. W. Fancey, R.
Weidensall, Mr. and Mrs. Bert Bradley, Mrs.
and Miss Taylor, Mrs. Milton Hecker, Mrs. K.
Wallace and baby, Mrs. Luis de la Riva, baby
and servant, and 43 Chinese.

Per Prinz Waldemar, from Kobe—Messrs. Ray
C. Bak Wah, H. M. Gangriwalla, W. Sek Yee
and child, L. Ku Du, O. W. Lise, C. Betiske,
W. Barrie, F. Thomson, J. R. Thompson,
J. Crockett, R. Laland, A. Rathbourn, L. J.
Moore, F. Gulbrandsen, J. Lundsen, W. Mc
Kinnon, T. Buckley and J. White.

Per Ernest Simons, for Marseilles from
Yokohama—Ms. N. Massa, Rev. P. Corseille,
Yves, L. Cignol, D. E. Denckamp and A.
Hirsch, from Shanghai—Messrs. J. McCarthy,
G. de Trille, R. M. Sayers, Guyel, Schaub,
M. de Cabrens, Mr. and Mrs. Delihik, Mr. Gex,
Mr. and Mrs. Chou Show Yeh, Wung Wan Kit Yen,
Ling So Yeh, Wo Han So Yeh, Wan Kit Yen,
boy and 2 amahs, Messrs. Morel, Jean Juber,
and 51 French Soldiers, For Port Said from
Kobe—Dr. Hohenstaufen, Mr. and Mrs. C. D.
Dimitroff, Mr. and Mrs. Nakamura and 2
children, from Shanghai—Mr. B. Engelhardt,
Mr. and Mrs. diyanconio, Messrs. Vorscby
and Polynsky, For Colombo from Yokohama
—Mr. E. Edel, from Kobe—Mr. T. S. Souza
from Shanghai—Messrs. Seraphine, Noemie,
Colombe and Gourinchon, From Yokohama
for Batavia—Mr. C. W. Price, For Singapore
—Messrs. Thakuras and Bagamulli, From
Kobe—Messrs. Isone, Kossooni, Misser Keshi,
Nakayama, Ito, Sato, Minashi and Ohashi,
From Shanghai—Mr. Laurent, and Mr. and
Mrs. Gendron, from Hongkong from Yokohama
—Messrs. Chan Yan Tuck, Ho Chuck Van and
Luong Hon, From Kobe—Messrs. Lou,
Machida and Yo, From Shanghai—Mr. and
Mrs. S. T. Weston, Messrs. A. L. St. in, W. H.
Looker and boy, Clarence, Kent, Bastien and
boy, Prinz, and boy, Li Sung-hen, J. B. James,
John Wilson, Ly Tseng Ky, and 2 Chinese.

Ships Passed The Canal.

Outward—30th December—Prussian, Prints
Regent, Lutipold, Ceylon, 3rd January—Bara-

Hom, Achille, Penibighe, Menalas, Rai
Issa, Poona, Salsette, Soriba, Verona, Banu,
Indramuha, 3rd January—Scandia, Hyades,
Kobe, Redhill.

Arrivals at Home—30th December—Bara-

Hom, Achille, Penibighe, Menalas, Rai
Issa, Poona, Salsette, Soriba, Verona, Banu,
Kobe, Redhill.

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